

The

National

Falcon

JANUARY 2019

News

THE MONTHLY MAGAZINE OF THE FALCON CLUB OF AMERICA



1964 Falcon Sprint Hardtop
Scott Cotie
Owego, New York

ON THE COVER

Scott Cotie (FCA #15782), Owego, New York 1964 Ford Falcon Sprint Two-Door Hardtop

Scott bought this beauty in April 2015. He'd been looking for an older Mustang. He'd previously owned a '65 Mustang, but after getting married in 1986, he sold it for funds to purchase furniture.

A friend told him about the 1965 Sprint. His response was, "My Mom had a little Falcon when I was a kid...I don't want one of those." His friend said "It's a Sprint. You should see it." Scott did see it fell in love with it. It was about 60% restored. Later that day he showed some photos to his wife who said, "What's stopping you?"

It was November and with winter setting in, he wasn't totally ready yet. He waited until April and made an offer which was accepted. The owner had other offers through the winter, but those people all wanted to turn it into a gasser or chop it up in some way. Scott assured him he would complete the restoration with only



minor Resto Mods. He lived up to his word and still keeps in touch with the former owner and shows him pics of improvements and changes he makes to it.

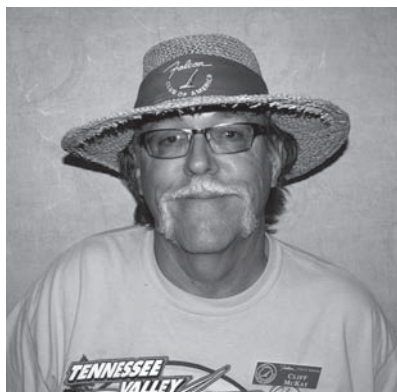
Scott has put about 5,000 miles on it, and he and his wife go to shows most weekends in the

summer and the Ford Nationals every June in Carlisle, Pennsylvania. They are usually the only Falcon at local area shows. His wife enjoys driving it now and then as well.

IN THIS ISSUE

- 3 President's Message**
By Cliff McKay
- 4 2018 Northwest Mini-Regional**
By Monte Brachmann and Scott Zimmerman
- 6 Venting the Falcon Gas Tank**
By Dick Harrington
- 8 '65 Ranchero Road Trip**
By Jay Cole
- 10 Chapters by Region**
- 13 Calendar of Events**
- 13 XLerate to Winter Park**
- 14 Did You Know?**
- 15 FCA Board of Directors, Officers, and Regional Directors**
- 16 River Rouge 100th Anniversary... A Falcon's Journey**
By John Howard
- 18 Classified Advertising**
- 24 About the Rouge**
- 26 Metro Detroit's Migration to the Wichita National** By Alan Aniol
- 28 1962 Fords/Features**
- 30 FCA Members' Advertising**
- 31 How to Advertise/Ad Index**
- 32 The World's Largest...**

PRESIDENT'S MESSAGE



Cliff McKay
FCA President

*“Always be a “Work Safe” hobbyist.
Wear protective gear and work with
friends whenever possible. If you need
some assistance, there’s no reason not
to ask another Falconeer!”*

WOW! Is it really 2019 already? How many of you still have those Christmas decorations yet to be taken down? I’m done, of course I only put up a small pre-lit tree in my picture window this year! Are you already working on those Happy New Year’s resolutions and plans? You’d better be implementing them right away lest you forget! Hoping all of you and yours had a great Christmas through New Year’s holiday season!

Again this year most of us have had to tuck away our Falcons for the winter—except maybe those lucky Coasters. If we’re lucky enough to have spare time, many of us will be able to get our major upgrades or new project cars done during this winter. Always be a “Work Safe” hobbyist. Wear protective gear and work with friends whenever possible. If you need some assistance, there’s no reason not to ask another Falconeer!

Hopefully all our members enjoyed looking through the 2018 National photos in the December FCA newsletter. Maybe some of those will spark an idea of something special to use to upgrade your own bird. I would again like to ask that any of our members who know of good parts and services vendors please ask them to consider advertising in our magazine. We have a business card ad section that is quite reasonably priced.

This time of year is also a good time to start thinking about parts you need or want, or maybe you have some parts you’d like to take to a Regional or National swap meet? Perhaps cleaning and organizing your workshop is WAY

overdue—like mine? Many FCA chapters schedule garage parties, work sessions, or both. These can really be fun and quite productive too! Maybe I should invite my home chapter over for an all day party. I usually get more motivated and focused on doing jobs like that when I have a little help from my friends.

Also, if you have a suggestions or ideas for some items you would like to see available at the FCA store this year at the 2019 Nationals please let Bonnie Stringer, Mary Wagner, or me know as soon as possible. They will be considered.

Speaking of the Nationals... I highly recommend that you start planning to attend the 2019 National in Winter Park, Colorado hosted by the Mile Hi Chapter. Early registration always helps in the planning for those organizing these events. Remember to also get those hotel reservations soon. Even that helps impress the hotel with just how much business we bring. Remember that this year you can complete your registration via our FCA website (falconclub.com). I would love to see a great turnout in Winter Park Colorado, such a beautiful area of our great country!

Take care. Remember to have a safe winter and have some fun as you work on your projects as your weather permits. Falcon On!

—Cliff McKay (FCA #7987)
Peck, Kansas



2018 Northwest Mini-Regional



The Columbia River Falcon Chapter hosted a Mini-Regional on August 25, 2018 at the ilani Casino Resort in Ridgefield, Washington. There were 31 Falcons and Comets in attendance.

There were no classes and no judging at the event, but an award for Oldest Falcon was given to Mike Grant of Vancouver, Washington for his 1962 Falcon two-door Sedan. Also recognized was the Longest Distance Driven awarded to Sam Austin, Port Angeles, Washington who drove 213 miles to the event in his 1965 Falcon Sprint.

—Monte Brachmann
Pacific Regional Director





Photos By Scott Zimmerman



In Search of a Quick Fill...

Venting the Falcon Gas Tank

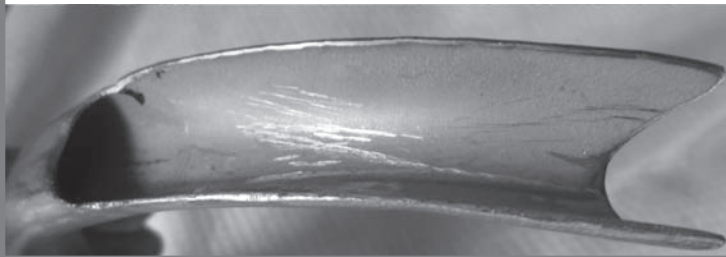
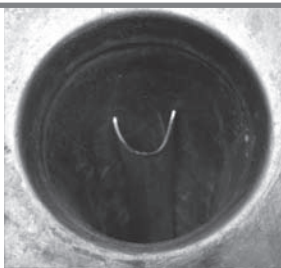
Anyone who drives a Ford Falcon has probably battled a gas pump trying not to get gasoline splashed back. A few years ago I submitted an article on inserting an unleaded fuel inlet restrictor in the filler neck (March 2010). That was an improvement on splash back, but not perfect.

If you look at any modern vehicle, you will see a vent tube $\frac{3}{4}$ " or larger, the Falcon vent tube is maybe $\frac{3}{8}$ ". Simple math tells us that a new vehicle has four times the venting capability. The unleaded fuel restrictor forced the Falcon vent tube to vent, but it does not have the capacity to vent gasoline vapors at the rate a modern pump can fill the tank.

Below is a photo of a 1963 Falcon filler neck and a "vent tube" made of $\frac{1}{2}$ " electrical conduit (EMT). Start with a 90 degree bend and then start trimming to fit. The conduit fits as tight to the top of the filler neck as you can get it.



The top of the tube was trimmed off to make it easier to match the contour of the filler neck.



Modern gas pumps are designed to deliver gas in a hurry, the typical convenience store/gas station wants you in and out as quickly as possible. As a kid I recall the pumps being much slower, after all, the pump jockey had to clean the windshield and check the oil.

So, the challenge is to make the Falcon vent like a modern vehicle.



The bottom end of the vent tube was flared out to act as a funnel for the gasoline vapors. A large punch was used to stretch out the end. The vent tube extends down into the gas tank so the lip is just below the tank top.

A pop-rivet was used to secure the vent tube to the filler neck. The pop-rivet needs to be installed below the filler neck hose clamp.

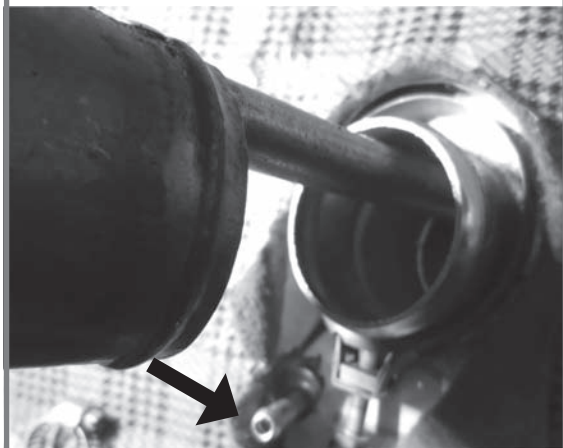


It is a bit of a tight fit to get the filler neck with the vent tube into the tank. The filler neck has to feed through the rear valance and the rubber filler tube. With the extra length of the vent tube it just barely can make the turn into the tank.



By Dick Harrington

This photo shows the existing vent from the tank and the new vent, size does matter! The original vent tube was maintained.



It probably took four attempts at making the vent tube before the desired results were achieved. The first failures were caused by the vent tube being too large, preventing the pump nozzle from fully inserting into the filler neck.

The Falcon now will fill as quickly as the pump feeds it.

There is one issue remaining. The Falcon filler neck is so short a full throttle fueling will cause splash back when the tank reaches full. So, it is a good idea to know how much gas you are going to require and slow down as you approach full.

Installed view; notice the vent is offset a little to the left. This makes it easier to fit the pump nozzle into the filler neck.



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'65 Ranchero Road Trip

White salt, white Ranchero, white hot



By Jay Cole

I love road trips! I'm lucky to have been raised by parents who loved seeing the country. Our family traveled and camped all over in big Ford wagons, Chevy Suburbans, and travel trailers. I remember times we were cruising down the road while Mom made sandwiches in the front seat, including her pouring pickle juice out the door. All the time while I called out all the car brands I had memorized. Good times.

I learned that given the time, car travel beats air travel, hands down. Seeing the country up close and personal, viewing the wildlife, smelling fresh-mown hay, and witnessing sunrises over mountains just can't be beat. One of my best trips ever was being reassigned from Fairbanks, Alaska to the Air Force Academy in Colorado back in the '70s. I decided to drive my 1965 VW Bug down the Alcan Highway; I packed everything I owned into and on top of that car, tent-camping the whole way. My first bath was in a hot spring, three days out from Fairbanks and what a treat that was!

I later settled in Portland, Oregon, got married, and retired from my career in the sign business, and decided I needed a "toy" to play with. An early Ranchero was my goal, but it had to be a four-speed car. Neither my wife nor I have ever owned an automatic; we enjoy being part of driving the car, rather than just sitting there letting the car make all the decisions. While checking Craigslist one day, I noticed a nice looking '65, and not only was it a factory four-speed, but it also had a freshly rebuilt 289 V8. After I inspected the car, the deal was done. I drove it 300 miles home while my wife followed in her car—with a tool box, just in case.

Over the next few years, I went through it, rebuilt the front suspension, added disc brakes, a new gas tank, timing chain, and other items to make it a reliable road car. Reliability is **NUMBER ONE** for me; I want to walk out to the car, turn the key and go wherever I want without an issue. I've put 30,000 miles on the car in the last three years, so I knew the car was road worthy.



The author and his co-pilot Denny and the Ranchero at the top of the hill, 9584 foot elevation.

Fully load this Falcon runs just fine at the elevation of the upcoming 2019 Falcon Nationals in Winter Park, Colorado.

Recently an email arrived announcing our 50th Class of 1968 Reunion in Delano, Minnesota. I thought it would make a great excuse for an epic road trip in the Ranchero. I mentioned the idea to my good friend Denny, fellow co-worker, car guy, camper and jokester, and sweetened the pot by suggesting we could swing by the Bonneville Salt Flats to see if Danny Thompson could break his Dad Mickey's speed record in the Challenger 2. His response: "Hell ya, and I'm ready to go now!!" So, the trip was on, and we started planning and packing for a classic road trip. The trip over to the reunion would be pretty well regimented to get there on time, followed by NO schedule on the return to Oregon—just wandering at will. I drove, Denny cooked, and we had plenty of brewskis to beat the heat after long days on the road.



The Ranchero's first stop was the Bonneville Salt Flats.

Bonneville was our first destination, neither of us having been there before. Wow! A truly surreal scene; pure white salt as far as the eye can see, as it meets the azure blue sky at the horizon. Also, HOT! 106° day one and 102° day two and us in an old car with no A/C, tent-camping. Whew! But what an event to remember, with old hot rods and jet-like streamliners all mixed together on miles of salt. The sound of rolling thunder as cars went from horizon to horizon at unreal speeds. Danny Thompson made history on the 50th anniversary of his Dad's 406 mph record, running 446 on Saturday and 450 on Sunday. And we were at the starting line to see it happen. Awesome!

After Bonneville, I had a wonderful class reunion and then we wondered back home after a 16-day, nine state, 4,846 mile trip. We visited Mt. Rushmore, the Badlands, Deadwood SD, the Little Big Horn

—Continued on page 12



The Ranchero is parked across the street from the Corn Palace in Mitchell, South Dakota.



Mickey Thompson's son Danny bests his fathers 50 year old record of 406 mph by running 450 mph.

CHAPTERS BY REGION

PACIFIC REGION

Regional Director Monte Brachmann
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360-326-3035

CENTRAL CALIFORNIA FALCONS CHAPTER BAKERSFIELD, CALIFORNIA

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661-619-0677 / 661-587-8539
Meet first Tuesday of the month. Call for location.

COLUMBIA RIVER CHAPTER

Allen Shade
157 Aiki Road, Woodland, WA 98674
360-225-7403
Meet first Thursday monthly, 7:30 PM, Mar-Nov,
Benny's Rod & Custom Pizza Café,
4219 NE St. Johns Rd., Vancouver, WA

GOLDEN GATE CHAPTER BAY AREA, CALIFORNIA

Bob Snider, 510-278-0519
636 Via Pacheco
San Lorenzo, CA 94580
Meet second Saturday odd months

MONTEREY BAY CHAPTER MONTEREY BAY, CALIFORNIA

Taj Dufour
120 Via Vinca, Santa Cruz, CA 98060
831-438-8268
See montereybayfalconsclub.com for meeting info.

RAINIER FALCONS CHAPTER SEATTLE, WASHINGTON

Roger Moore
5523 South Avon Street
Seattle, WA 98178
206-290-3093
rainierfalcons63@gmail.com
Meetings: third Wednesday; bimonthly Jan-Nov
Go to rainierfalcons.com for more information.

RIVER CITY FALCONS CHAPTER SACRAMENTO, CALIFORNIA

John Roman
910 Cottonwood Street
Woodland, CA 95695
530-383-4734
Meet second Saturday monthly, 12:00 PM
Round Table Pizza, 1566 Howe Ave., Sacramento

SONOMA COUNTY FALCONS FOR FUN CHAPTER, SANTA ROSA, CALIFORNIA

Greg Allen
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Rohnert Park, CA 94928
707-478-6324
Meet first Thursday monthly

SOUTHERN CALIFORNIA CHAPTER

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Simi Valley, CA 93063
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NORTH CENTRAL REGION

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17860 168th St., Basehor, KS 66007
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GATEWAY CHAPTER ST. LOUIS, MISSOURI

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LAKE MICHIGAN CHAPTER

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RAPTOR CHAPTER

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Meeting TBA

MID AMERICA CHAPTER, KANSAS CITY

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WHEAT STATE CHAPTER, WICHITA, KANSAS

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METRO DETROIT FALCON CLUB CHAPTER

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Northline Road, Southgate, MI 48195

GREATER OZARKS CHAPTER

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19611 E. Paloma Lago Ct.
Cypress, Texas 77433
281-467-4607; toddgaudin@yahoo.com

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CAPITAL CITY CHAPTER, AUSTIN, TEXAS

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hub@capitalcityfalcons.com
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capitalcityfalcons.com
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Contact garybrubaker@hotmail.com or call for details.

HEART OF TEXAS CHAPTER DALLAS/FORT WORTH

Ryan Murphy, 940-300-3788
ryan_murphy_1981@yahoo.com
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NORTHEAST TEXAS CHAPTER

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281-467-4607; toddgaudin@yahoo.com

SOONER STATE CHAPTER OKLAHOMA CITY, OK

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jordanmixon@hotmail.com
Meet third Saturday monthly. Call for information.

SPACE CITY CHAPTER, HOUSTON, TEXAS

Danny Naramore
247 Blackwater Lane, Houston, TX 77015
713-703-5110
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PM, 11460 Fuqua at I-45 (Gulf Freeway).

THIRD COAST CHAPTER HOUSTON, TEXAS

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Cypress, TX 77433
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Flagstaff, AZ 85014
928-527-1056

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MILE-HI CHAPTER

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Ft. Collins, CO 80526
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2247 Perona Ct.,
Grand Junction, CO 81503
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Chapter is currently inactive.

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228-596-9160

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501-628-2898

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Gulfbreeze, FL 32610
850-293-1131

Meetings TBA

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Gulfport, MS 39503
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Meeting info posted on Facebook page.

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KEYSTONE CHAPTER CARLISLE, PENNSYLVANIA

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NORTHEAST CHAPTER RI, CT, MA, VT, NH, ME

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Trenton, OH 45067 • 513-312-8799
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1212 Outspring Road
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757-646-3222; 62bluefalcon@cox.net
Meet second Sunday of March, June, September,
December. See website for locations.

'65 Ranchero Road Trip

Continued from page 9



A fully loaded Ranchero parked in front of Devils Tower.

Battlefield, the Corn Palace, Devil's Tower, the Grand Tetons, and Glacier Park. Overnights were at KOA campgrounds and the occasional motel for some air conditioning and a shower. Either man-made or sculpted by nature, the scenery was amazing. We encountered high deserts, prairies, mountains and cornfields for hours at a time, making us question whether overpopulation was really an issue after all. One of the more scenic and remote drives was from Missoula, Montana down through Lolo Pass on Highway 12 and crossing the Continental Divide at an



The author poses with George Washington, Thomas Jefferson, Theodore Roosevelt and Abraham Lincoln.

elevation of 9,584 feet. The Ranchero ran perfectly the whole trip. With the bed fully loaded, we got 20.5 mpg on the flats and 17.9 in the hills. That Falcon Ranchero is an awesome car.

So, after all is said and done, would I do it again? Absolutely! In August with no air conditioning, probably not. But I hear that Hemmings is sponsoring a West Coast Great Race in June of 2019 where it will be much cooler. Maybe we could tag along for a while.

—Jay Cole



A look across the Little Big Horn Battlefield. Did you know, that George Custer finished last in his West Point graduation class?



The Ranchero is ready for the last destination of its road trip.

Thank you Dick Harrington for sending us Jay's road trip story.

CALENDAR OF EVENTS

MARCH 29–30, 2019
11TH ANNUAL SOUTHERN COAST
REGIONAL PENSACOLA, FLORIDA

Hosted by Southern Coast Chapter
Registration form on wrap

APRIL 5–6, 2019
TEXAS REGIONAL
TOMBALL, TEXAS (HOUSTON METRO)

Hosted by Third Coast Chapter
Registration form on wrap

JULY 11–13, 2019
FCA NATIONAL MEET
WINTER PARK, COLORADO

Hosted by Mile Hi Chapter

AUGUST 16–17, 2019
NORTHEAST REGIONAL
WARWICK, RHODE ISLAND

Hosted by Northeast Chapter

SEPTEMBER 6–7, 2019
MASON/DIXON GETTYSBURG REGIONAL
EMMITSBURG, MARYLAND

Hosted by Mason/Dixon Chapter

To be included in our Calendar of Events and listed on our website, be sure and send your upcoming FCA event information to fca.editor@yahoo.com and admin@falconclub.com.

40TH ANNIVERSARY NATIONAL MEET



FCA National Meet

July 11–13, 2019
Winter Park, Colorado

Register online at falconclub.com

Visit Falconclub.com for events and technical articles

Use password **imFCAiwi!** to access tech
articles and membership directory.

Did You Know

Burger King, “Home of the Whopper,” was founded in 1953 in Jacksonville, Florida by Keith Kramer and Matthew Burns. It was originally called Insta-Burger King.

Their first stores used an Insta-Broiler, which was proved to be very effective at cooking hamburgers. It proved so successful they began franchising, requiring all of their franchises to use this unique cooking device.

Burger King’s signature sandwich, the Whopper burger was created in 1957 by Burger King co-founder James McLamore in Jacksonville, Florida and sold for 37 cents.

The name was chosen because its creator felt it conveyed the “imagery of something big.”



This Burger King in Jacksonville, Florida, was the birthplace of the Whopper in 1957. Notice those Falcons parked proudly in front of the restaurant.

— A “whopper” of thanks to David Barber (FCA #15608) of Trussville, Alabama for sending in this photo and link to Burger King’s information.



CHECK OUT THIS AD RAINER FOUND AT THE CHICAGO AIRPORT WHILE RETURNING FROM A TRIP TO JORDAN

“The ancient valley City Petra was my main goal. It was featured in Indiana Jones Last Crusade film way back in the 90s. Our group explored Jordan top to bottom and savored so much two millennia history. One highlight was on a twilight bus return to Amman when our guide pulled into an olive oil facility. Being the harvest we watched the stages of burlap bagged olives coming off of farmers’ pickups into multiple crushers. End result was spigots filling five-gallon square tin drums with fresh olive oil. Neat. Camel riding out of the far corner of Petra was both fun and useful in getting us back to our bus faster than a three mile walk would have at the end of a long day exploring on foot.”

—Rainer Hantschel (FCA #1636)

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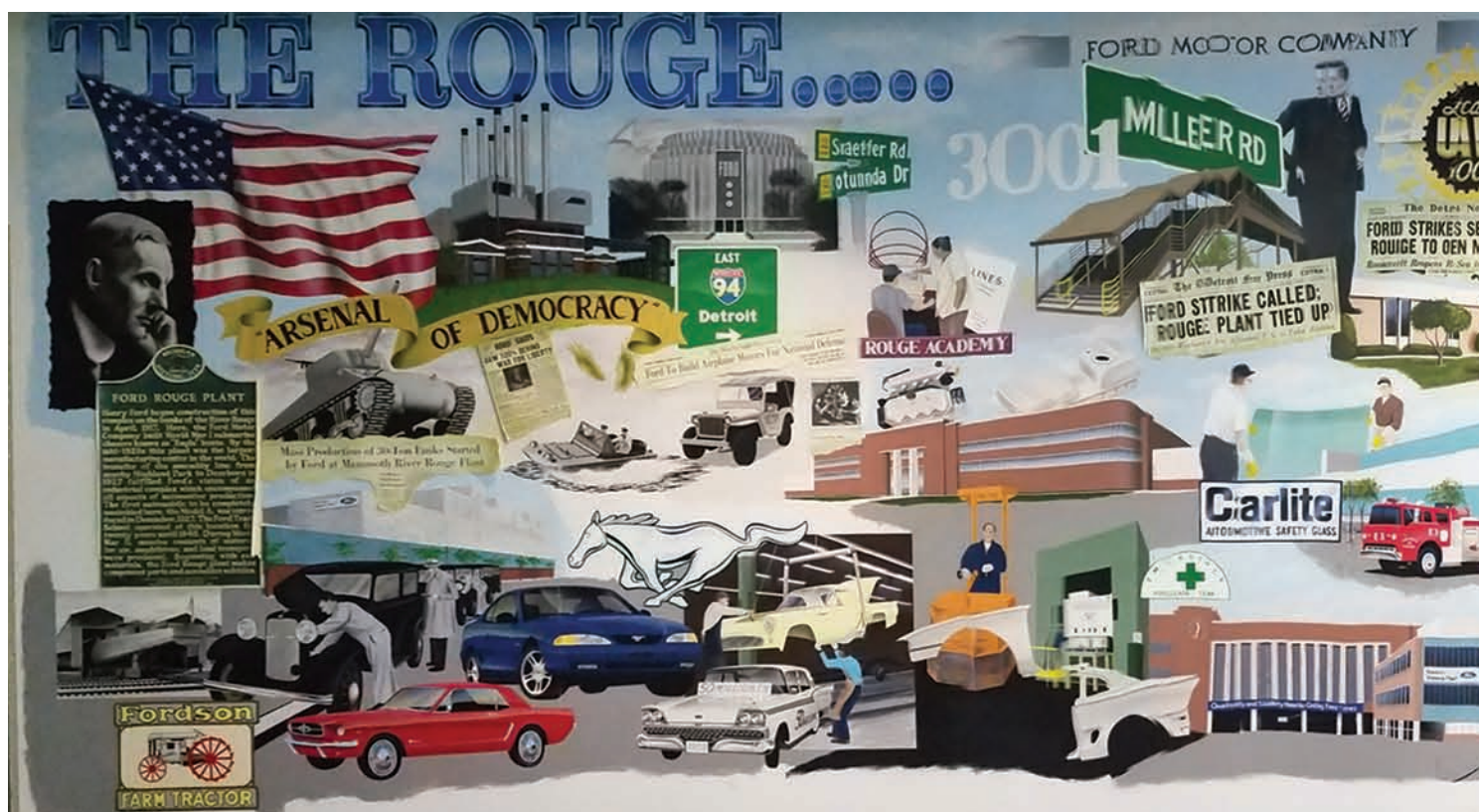
The River Rouge 100th Anniversary... A Falcon's Journey

By John W. Howard
President, Ohio Valley Chapter

Sitting at the house after work on September 20, 2018, my phone rang at 7 PM. I glanced at it, did not recognize the phone number, and let it go to Voice Mail, deciding that if they left a message, I would call back as needed. Like everybody, I get a crazy number of robo-BS calls, so I was surprised that they did leave a phone number. The gentleman on the other end of the phone, said Gordon Leslie of the Detroit Metro chapter said I had a nice 1964 Falcon, and that he was planning a big event, and may want me to bring my car to Dearborn and be one of the 24 cars that the River Rouge did produce in their 100 year history. I sent him a picture, he called right back, and said, "I would like to extend an invitation from Bill Clay Ford, Jr. to attend the River Rouge Anniversary Party and Press Conference." BUT it was one week away and I needed to be there Wednesday by 1:00 PM to get a press picture, set the cars up, and cover them. We would then return Thursday by 8:00 AM to do some final prep.

I agreed to attend after I checked with my office, oddly, which is about 10 miles away from the plant. I was all set, but I asked if it was ok to bring my Pit Crew with me for towing support (roads in Michigan are BAD) and cleaning support, as I am lazy. LOL...they said no issue, bring them, so I asked my stepson Tom Ratliff and my retired Ford employee club member Dale Daugherty. We left early in the morning of the 26th, with just enough time to stop, eat breakfast and not rush, and get to the plant by noon. We were the first to arrive; we unloaded the car, cleaned it, and awaited instructions. Dale quickly made friends with the man in charge of Security at the Rouge. He was a nice guy and took us on a tour of a few places within the area. We were taking pictures, and I have NEVER seen as many Raptor Trucks in my life. The staging of all the cars and the Fordson tractor took about five hours, but they fed us, kept us in the loop of what was what the whole time—all for one picture! I met up with Detroit Metro's David Lau who was there with his Ranchero.

—Continued on page 20



FALCONS FOR SALE



1962 Falcon two-door Station Wagon, rust-free Colorado car, new blue paint, new headliner, new carpet, new upholstery, re-chromed bumpers, five lug 14" wheels, V8, Hurst manual floor shifter, new radio, good glass, runs great. More color pictures can be seen on Minneapolis Craigslist at 1962 Ford Falcon. Free storage for the rest of this winter. \$17,500 OBO. Ron Lofgren, 612-719-3060, ron.lofgren@yahoo.com. MN. 181110



1963 Falcon Futura Convertible, red on white, 78,000 miles, three-speed automatic, 200 CI six. Excellent condition and drives well. Always parked in a garage. \$15,000. Jane at jisage@sbcglobal.net, 916-489-4933 or 916-607-7773. CA. 190107

1963 Falcon Sprint convertible, originally Rangoon Red with red interior, 260, four-speed, rust-free Nevada car. I have a correct set of convertible buckets included with the sale, and I may even have the correct convertible center console, it's yours if I do. At some point rear fender flares were added with very wide tires on a Ford nine-inch, and it was painted yellow. The original eight-inch is long gone. I had it running approx 15 years ago when it arrived from Nevada. It has been covered in dry storage since. Needs a full restoration but the bones are good. One of 4,602 Sprint convertibles, not sure how many were red

with a four-speed, can't be many left. I don't need to sell, but I'm realizing I won't get to some of the projects I've been collecting over the years so it's time for someone else to get this car back cruising again and enjoy it. I have a clear title. Asking \$9,995 with one NOS Ford quarter panel, or \$8,995 without. Contact Terry at support@FrostHeater.com. Arlington, MN. 181108



1963 Falcon Ranchero, Teal and Pearl, custom airbrushed paint, inside and out. Airbrushed mural on aluminum Tonneau cover, 302 V8, C4 auto, dual exhaust, buckets and console. Chrome Ford GT wheels, Dolphin gauges in Billet aluminum cluster, excellent mechanicals and very solid body. Other pictures available. \$19,500. Call Barry, 585-889-4259, Halfpete@Rochester.RR.com. NY. 190112



1963 Falcon convertible, 200 six-cylinder four-speed, many new parts. Red, black top and interior. AC, car in good mechanical condition. Lost garage space, must sell, wife unhappy, \$9,500 OBO. John Raia, 201-757-6583, home 910-399-3144. Drive anywhere! NJ. 181112



1964 Ford Falcon Futura convertible for sale near the Gulf Coast of Mississippi. Teal blue, 289, four speed, new interior and top. Great shape! Asking \$21,500. For more info, contact Doug Calendine, dncalendine@live.com or call 228-254-5024, 228-731-8466. MS. 181208



1965 Falcon Station Wagon with 351 Ford Windsor engine, Air Flow Research aluminum heads, hydraulic roller cam, and Holly Street Avenger Carb. MSD distributor and ignition 6A box and coil. C4 transmission, Gear Vendors overdrive, Ford nine-inch rear end with 3.50 Tru Trac gears. Gauges for oil, water, volts, vacuum, tachometer, air fuel monitor. Flowmaster mufflers with heat shields. Good tires, good glass and very strong! \$15,000 OBO.

All reasonable offers considered. Leon Torgerson, 503-429-7105, leetorger@yahoo.com. OR. 190103

1965 Futura Convertible, 200/C-4, older restoration, but looks good; Rangoon red paint, w/black interior, lots of recent mechanical work and great running cruiser; \$12,995. 1965 Ranchero, SOLD 302/three speed; great body, needs driver's floor, good running 302 included, \$3,500. 1964 Futura convertible, 200/C-4, good runner, mechanically sound, Guardsman Blue, looks good with new driver quality paint, needs interior, \$9,995; 1964 Futura Hardtop, 260/three speed, but we have a T-10 or Toploader for it, with the blank column, mount and floor cover; needs total restoration, but will look great w/ OEM red paint and black interior; price with

transmission conversion: \$3,995; 1963 four-door Deluxe, 170/three-speed, OEM A/C, runs good, but has been sitting, floor rust, but complete, \$1,995. Lenny Kellogg at Kellogg's Garage: lenkellogg@lpbroadband.net or 970-593-1964. CO.

181221



1965 Falcon two-door wagon in the restoration mode. The car has a 351M and is bored .60 over. The engine, transmission, suspension, and brakes are new. It has a Ford 9" rear end. Has about 10 miles on the rebuild. I have most of the parts. I have rewired this car with the American Auto Wire harness. This is a very nice wire harness, every wire is labeled where it goes. The transmission has C4 auto and has the slap stick. I have new carpet and pad. Floors have been repaired. There's a little rust behind the rear wheels. Top is in good condition and not rusted through. I am asking \$6,500. Rick Birr, rick65wagon@gmail.com, 480-577-8556. AZ.

181113



1954 Ford Tudor Ranch Wagon, 390 +.030 FE, top loader, four-speed Hurst shifter, 9" rear 3:50 posi., 31 spline, six-foot ladder bars, 20 spoke 15x4 Kelsey Hayes, 15x10 molded cheater slicks, 1955 Ford truck front axle, disc brakes, Holley 750, Edelbrock intake, Custom paint with gold leaf lettering, and so much more. \$35,000. Don Waters, 816-739-5570. MO. 181102

—Continued on page 22

The River Rouge 100th Anniversary... A Falcon's Journey

Continued from page 17

It was fun watching the creative process evolve behind the scenes. Last thing of the day we were to all drive over, and park our cars per their Plano-gram. They had me on the second row, second closest to the stage—only a 1965 Mustang was closer, even to the stage. We parked and covered the car, then headed to our hotel. Dale had been talking about eating at the Ford Garage, a Beer and Burger joint, so we checked into the Hotel they'd arranged for us. This was also where the 2010 Dearborn Nationals were held, and man, sadly it has not been well taken care of. Soon we were off for our quick adventure at the Ford Garage! Beer was good, burgers also, and we all had a great time, talking about the day's events. We were all bushed, so it was back to the hotel for rest and to get ready for the next day's festivities. That night they had a

big Drone Show in the night sky! It's online, along with other information on the Anniversary Party. Check it out at

Ford's official page: <https://media.ford.com/content/fordmedia/fna/us/en/news/2018/09/27/the-100th-anniversary-of-the-rouge.html>.

Thursday we got up, checked out of the hotel, and headed to the plant. We got to our car, and wiped it down as a flurry of cameras and people started rolling in. They provided breakfast and lunch for us all and we even got to meet a few other people—both Mr. Bill Clay Ford, Jr. and

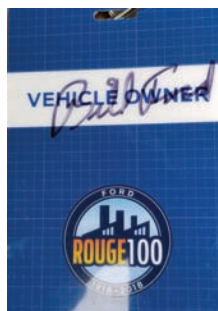
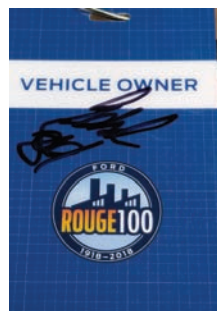


Edsel Ford, Jr. More and more people kept showing up, along with swarms of press trucks.

We listened to the talking heads—Union Presidents, Global Managers, and others. Bill Ford, Jr. introduced the Longest termed work employee, Willie Fulton, Jr. who only has 65 years working at the Rouge! Dale kind of stalked (LOL) the Plant Manager Debbie Manzano and talked her into coming down and taking some pictures with my Falcon and me,. Press was everywhere. We stopped Edsel and got a picture with him; he remembered our trip to the proving grounds in 2010. We were able to meet Willie, shook his hand, and asked him when he was going to retire,. He said, "huh, never even thought about that!"

By then the crowd was thinning out and they said we could go at anytime. We loaded up and headed home about 1 PM, for the five hour drive due south on I-75; Dale had a three hour drive after that. We all made it home safe and sound, and once all the dust settled, I couldn't be more proud to be a part of such a

Bill Clay Ford, Jr. welcomes all to the Party.



Let the Anniversary Party begin!

Dale convinced Plant Manager Debbie Manzano to take pictures with my 1964 Falcon and David Lau's Ranchero.



well respected group. Ford and Falcons brought us all together, but we are all truly a Falcon Family!

The Ohio Valley Chapter will be hosting the 2020 Falcon Nationals at the Marriott University Dayton and we want to invite every one of you to attend the Falcon's 60th Anniversary, The Diamond Jubilee. We are planning now to make your visit the best one yet; we have some BIG shoes to fill, but we are up for it!

—John Howard (FCA #11638)
Trenton, Ohio



Dale Daugherty (in blue) poses with Edsel Ford, Jr. (left photo) and Willie Fulton, Jr. (right photo)



Learn more about Ford's Legendary Rouge factory on pages 24-25.

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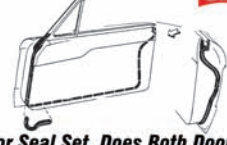
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—Continued from page 19

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Used good condition: 1964–65 Sprint wood steering wheel with horn ring, \$200. Brand new never used CSRP spindles of Austin, Texas for V8 conversion on a 1964–65 Falcon, \$200. Used rebuilt 1½ pitman arm, \$100. New seven inch power steering reservoir, \$50. New export brace, \$75. Refurbished 8,000 rpm Faria tachometer, excellent condition, \$150. All items listed buyer pays for shipping. Call Ken, 586-322-6236 anytime, eastern time zone. MI.

181101

Luggage rack for Falcon or Fairlane through 1965. Very nice condition. \$275 plus shipping. Call Steve, 360-430-0143 WA. 190118

FALCON PARTS: 1960 NOS grille, \$199. 1964 NOS grilles and headlight assembly, \$1,499. 1964 headlight assembly, \$300 pair. 1965 NOS headlight assembly, \$300 pair. 1962/1963 NOS cowl top, \$199. 1964 NOS back-up lamp kit, part #C4DZ-15499-B2, \$359. 1965 NOS back-up lamp lit, part #C5DZ-15499-A, Hardtop/Sedan, \$359. 1965 NOS back-up lamp kit, part #C5-DZ-15449-B, Wagon/Ranchero, \$399. 1964 NOS lens, part #C4DZ-13450-A2, \$199. 1964 lens, no back-up, \$125. 1965 lens, no back-up, \$125. 1964/1965 NOS Sprint 14" spoke spinner wheel covers, \$500. 1963/1964/1965 Sprint California air cleaner with PVC tube on top, \$399. 1963/1964/1965 Sprint air cleaner, \$135. 1963/1964 Sprint steering wheel, \$395. 1963/1964/1965 bucket seats, black, usable or recover, \$950. 1963/1964/1965 bucket seats, red, \$1,150. 1963 Falcon/Comet gold console, \$395. 1963/1964/1965 Falcon/Comet four-speed shifter with knob, \$199. 1963/1964 Falcon/Comet T-10 four-speed, \$695. 1963/1964 Falcon/Comet five-bolt bellhousing, \$150. 1965 Falcon/Comet six-bolt bellhousing, \$150. New 1965 Falcon/Comet six-cylinder brake drums, hubs, spindles, front outer wheel bearings, front inner wheel bearings, front wheel studs, \$400. 1963/1964/1965 Falcon/Comet top loader shifter box with linkage, \$450. 1965 NOS Ranchero/Wagon, gas cap, \$139. 1963/1964/1965 Falcon/Comet six-cylinder valve cover, black or red powder coated, \$125. 1963 Falcon spears, \$100. 1963 Falcon hood scoop, new chrome, \$145. Rare Valvoline bench mat with

1965 Falcon Ranchero Monster Truck on it, 20"X17", \$155. More NOS, used and Scott Drake reproduction parts available. Call Vic Falcone, 518-355-7756 or vfalcon64@aol.com. 190112

Parting 1960–65 Falcons. Good sheet metal, lots of trim, mechanical parts, etc. Call Steve, 360-430-0143. WA. 190118

1960–65 Falcon and Comet radios, good looking, tested and working, \$150–\$225 each; four lug 14" wheels, \$45 each, set of five, \$200. 14" Falcon wire hubcaps (small spinners): #4 driver quality to #1 top condition \$175–\$550, set of four. 14" Galaxie wire hubcaps, (large spinners: #4 driver quality to #1 top condition \$175–\$550, set of four. Four lug 13" wheels, \$25 each, or five for \$100. 13" wheels, \$60 each or four for \$200. 1960–61 grilles: driver quality to NOS, \$75–\$350; Dagenham four speed for parts, broken 2/3 gears, but complete and spins freely, as well as bellhousing, clutch fork, \$100–\$350; NOS Dagenham shifter box, last one, \$425; T-10 four speed, complete, buildable, narrow pattern \$495; with complete shifter and trans mount, \$695, with pedals. Four speed column, bellhousing, starter and clutch, \$1,195; NOS 1965 grille, headlight doors and emblem, \$1,965; 1964–65 NOS remote control mirror w/matching NOS right side mirror, \$495. "Driver" quality grilles: 1962–66, 1969–70, \$100–\$300, depending on condition. 1960–63 Comet dash clusters, nice condition, three to choose from, \$195; 1966–70 NOS cigarette lighter elements (four), \$60 each. '68-70 LR taillight surround, excellent used condition, \$95; 1968–70 taillight lens, excellent used condition, \$50; 1970½ Falcon/Torino parts: front bumper, excellent used condition, \$325; bumper brackets for the same \$200; front bumper rock shield, three pieces, needs some work, \$125. L/R front fenders, near perfect, \$300 each; excellent hood \$300; speedometer, gauges, bezel, shows 28K miles, \$100. We have a 30+ year collection of Falcon and Comet parts; please call/ email with your needs. All prices are plus shipping. Call or email Lenny Kellogg at Kellogg's Garage: lenkellogg at lpbroadband.net or 970-593-1964. CO. 181221

1970 Boss 302 heads: cast #D0ZE 6090 A \$1,600. 1970 351 Cleveland 4V heads: 4V closed chamber; cast #D0AE \$800. 1961 390 tri power set up \$1,850. 1969 428 CJ motor, \$7,500. C4 B & M "breakaway" torque converter, \$300. 1965 289 HiPo aluminum water pump:

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Don Branson's 35 year collection of good used parts for 1960-69. Hoods, \$75; doors \$75; grilles, \$150-800; headlight buckets, transmissions, motors, radios, carburetors, interior and exterior chrome, seats, consoles, wheels, aluminum wheels, hubcaps, etc. Will sell the entire lot of parts or a piece at a time. Parts from over 50 cars. JL Branson, 636-228-4501, forwards to cell 636-357-8522, or email jlwbranson@mail.win.org. MO. 181225

From a '65 Falcon, 1 1/2" front sway bar, like new with new end links, \$75 plus shipping. Foxcraft fender skirts excellent condition, \$125, plus shipping. Bing Kunzig, bingkunzig@gmail.com. CA. 181218

PARTS WANTED

Falcon 289 HiPo Exhaust Manifolds, 1965 Falcon Wagon S.S. Roof Mouldings. Call Vic Falcone, 518-355-7756 or vfalcon64@aol.com. NY. 190108

Rear bench seat required for 1964 or 1965 convertible Falcon. Seat needs to be in satisfactory condition for re-covering. Please contact via email at nicholas.jackson@stjamess.com or telephone or text 011 44 7789991530. England. 191205

289 Hi Po San Jose built four speed radiator.
Top tank is stamped: C4ZE W-MO
G2 2-65.
3939-S fuel pump. I am looking for Feb. 1965 date code. My car was built on March 24, 1965 at the San Jose, CA plant. Carburetors for FE engines: part numbers on air horn C8AF-AD, C8OF-AB and C8OF-AA; also D0OF-S for 385 series engine. FE distributors: part numbers on housing C8OF-D, C8OF-F, C8OF-H, C8AF-AD, C7OF-F, C7OF-G, C7OZ-D, C2SF-B;

also a distributor with C9ZF-12127-D for 385 series engine. The parts must be in excellent condition either used or NOS. Keith Litteken, 11394 Revere Ln., St. Louis MO. 63128-1416. 314-480-2556 or kslitteken@aol.com. MO. 181207

MISCELLANEOUS FOR SALE

I have an extensive collection of *Falcon News* publications that I'd like to transfer to another Falcon collector with more space for storage than I have. My collection dates from 1982 to present. The magazines are all from a dry, smoke-free environment and are all three-hole punched and in individual binders organized by year. I'd like for another Falcon enthusiast to take the entire archive and make good use of it. The collection is free and all I ask for is for you pay for the shipping. Robert Smith, 412-225-6301, paurs@verizon.net. PA. 181221

1960, 1969, and 1970 1/2 Features and Specifications similar to what are available for 1963-66. These are NOT commercially available! I am making them available to recoup investment for FCA Technical Library. You will receive a REPRODUCTION of original document. \$8.00 includes shipping vis U.S. Mail). Wally Tirado, 7101 Sharps Dr. Plano, TX 75025, 214-215-7485 or wally@wtirado.com. 181107

Shop Manuals by Ford: '60-'63, \$34.95; '64-'68, \$49.95 ea. '69-'70, \$59.95 ea. '63 Owners Manual, \$14.95. Part Interchange Manual, '60-'65 or '63-'70, \$39.95 ea. Falcon 140 page Road Test book, '60-'70, \$19.95. Hardcover Falcon history book, \$39.95. Alex Voss, 4850 37th Ave. So., Seattle, WA 98118, 206-721-3077, Alex@books4cars.com. 181109

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1928 Rouge
Model A
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ROUGE 100

Ford's legendary automotive factory celebrates 100 years

Ford Motor Company's Rouge complex is the only one in American history to manufacture vehicles – including ships, tractors and cars – non-stop for 100 years. There's nothing else like it. It's kept running through two world wars and 18 U.S. recessions, all while producing some of the world's most famous vehicles – from the Model A, to the Mustang to the F-150.

It started in 1918 when the plant began producing Eagle Boats for the U.S. Navy during World War I. Today the facility's 7,500 employees work three shifts round-the-clock to manufacture America's best-selling vehicle: The F-150 pickup.

Now, as Ford commemorates the 100th year of production at the Rouge, it is prepping the plant for its next act, which includes producing a hybrid-electric F-150 in two years.

"Just as the Rouge has been a harbinger of progress for a century, Ford is committed to ensuring our trucks continue to power the world in a sustainable way – whether they are powered by EcoBoost engines, hybrid powertrains, or are fully electric," said Bill Ford, executive chairman, Ford Motor Company.

The Rouge will produce these transformational vehicles using the latest technologies in robotics, 3D printing and virtual reality, thanks to Ford's newly opened \$45 million Advanced Manufacturing Center in Redford, Michigan. And by helping to further train Ford's workforce on the latest technologies, courtesy of a \$35 million expansion of the UAW-Ford training facility just a few miles from the plant, the Rouge is positioned to remain a plant known for innovation, sustainability, efficiency and prosperity as it heads into its second century.

"The Rouge complex is where UAW members for generations have built quality products and earned the dignity and respect of the automotive community," said Rory Gamble, UAW-Ford Vice President. "In many ways, the Rouge complex is the heartbeat of the all that the American labor movement represents."

10 things you probably didn't know about the Rouge

- 1 The first item produced at the Rouge was not a car, but a World War I submarine chaser named an Eagle Boat on July 11, 1918. But the boat never saw combat.
- 2 The first vehicle produced at the Rouge was a Fordson Tractor which came off the line on February 21, 1921.
- 3 The first automobile produced from start to finish at Rouge was the Model A, which was produced on October 27, 1927.
- 4 Including all of Ford's factories, the company in 1927 employed more than 3,000 people with disabilities including more than 1,200 sight impaired at the Rouge.
- 5 At the height of employment in 1929, more than 102,000 people worked at the Rouge. If it were a city, the Rouge would have been the fourth largest in Michigan that year, trailing only Detroit, Grand Rapids and Flint.
- 6 In 1932, the world's first single block V-8 engine began mass production at the Rouge. (Before that, all V-8s by Ford and other automakers had been two V-4 blocks that were combined. With this novel engine, a single block had the eight cylinder holes bored at the same time.)
- 7 By 1964, the power plant at the Rouge would have provided enough power for a city of 1 million.
- 8 More than 130 miles of railroad track were used at Rouge by 1970, making it the largest privately owned railroad in the U.S.
- 9 More than 10 million people have toured the Rouge since it opened 100 years ago. The guest list includes countless celebrities and political officials, including President Bill Clinton in 2004, Vice President Herbert Humphry in 1968 and singer, actor and comedian Jimmy Durante in 1969.
- 10 The Rouge was added to the National Register of Historic Places on June 2, 1978.

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Metro Detroit Club's Migration to the Wichita National

Wally and Judy Peterson, Ken and Donna Noland, and Joan and I left on Monday morning for the Wichita Nationals. Wally and Judy were in their 1965 convertible, Ken & Donna trailered their 1964 convertible and Joan and I were traveling in my truck, "Big Red" since I did not have a car. On the way down we stopped in Auburn, Indiana to visit the Cord Auburn and Duesenberg Museum. This was a fantastic museum. It was nice to see what the rich and famous drove back in the day. The cars were spectacular. If you are ever in Auburn, I highly recommend seeing this museum.

After lunch we headed out to Terre Haute, Indiana for our first night stop. In Terre Haute we met up with Rick and Cris Bowes in their 1963 Ranchero and their friends Keith and Mike Kennedy in their 1961 Sedan. After dinner a few adult beverages were consumed and we called it a night.

Rick had a little problem in Terre Haute with his water pump and a small coolant leak in the interior. The water pump bearing was going bad and allowed the fan to shift slightly forward and hit the radiator. No damage was done to the radiator fortunately. After a little tinkering with the water pump and fan, he got it to clear the radiator and decided he could probably make it to Wichita. A little tightening of the heater hose cleared up the interior leak.

The next day we headed out for our next stop at Osage Beach, Missouri. Unfortunately after we got back on the road, Rick discovered his air conditioner had stopped working. On the west side of St. Louis we stopped and had lunch at probably the worst Denny's restaurant I've ever experienced. I don't think we will be stopping at a Denny's again. On the way to Osage Beach we stopped at



the Auto World Museum in Fulton, Missouri off Route 54. This too was a very nice museum. In Osage Beach we picked up Pat and Diane Varricchio in their 1963 Sprint hardtop. Again after dinner we had a few more adult beverages.

Wednesday morning we headed out in the rain but the weather cleared up after a while and it turned into a very nice day for the remainder of the trip. We got into Wichita around 3:00 PM. I got out of my truck and thought I stepped into a furnace. It was hot. Later that night after Ken unloaded his car from the trailer, he discovered his car apparently came loose on the trailer and damaged his flawless paint job. The car apparently bounced up and down and hit the stone shield rubbing the pain off the hood and fenders. Fortunately there was no sheet metal damage other than a broken hood ornament.

The show was quite good despite Thursday and Friday being above 100 degrees. I hate to admit it but it was too darn hot to drink beer, at least during the daylight hours. After the sun went down it was a different story. It seemed like we always had a crowd under our canopies. *What happens under the canopies stays under the canopies.*

There were approximately 200 cars in attendance. It seemed like the Lite Modified and Modified Classes had the most cars. Not to take away from the Stock Classes as there were a lot of very nice cars too. From our chapter the following members were in attendance—Wally and Judy Peterson, Mark and Mary Ann Worl, Ken and Donna Noland, Lloyd & Karen Marshment, Alan and Joan Aniol and Bill & Lynette Gram. Bill is one of our newest members and has a beautiful 1965 hardtop that he restored and painted himself. At the banquet on Saturday the Wheat Chapter opened the night with



a little skit from the Wizard of Oz. Dorothy, the Tin Man, the Scarecrow, and the Lion gave a little performance before dinner. It was quite nicely done. Congratulations to Ken Nolan, Lloyd Marshment and Bill Gram who took home class winner awards.

The next morning Wally, Judy, Joan and I headed for home. The trip home for us was uneventful. Ken and Donna left a little later than us. Unfortunately Ken had a few more issues on the way home. He blew a tire on his trailer. He had a spare and was able to get it changed. After a short distance down the road he blew another tire on the trailer. He then decided it might be a good idea to replace all the tires. Fortunately there was a Walmart nearby. He removed the blown tire and the other tire on the same side and headed off to get them replaced. He didn't want to leave his car unattended so he left Donna on the side of the road to guard the car. After Ken replaced the two tires he made another trip to Walmart to replace the other tires. After about seven or eight hours they finally made it out of Kansas. Ken called us to let us know what happened. We kept in contact with the Nolands to make sure they were all right. We were a long way ahead of them so we could not help them. Once the tires were replaced the rest of their trip home went fine. Everyone made it home safe and sound.

I can't wait for next year's Nationals. It's being held in Winter Park, Colorado at the Vintage Hotel.



The temperatures will be quite different from Wichita. They say in July the daylight temperatures are around the low eighties and at night it could drop to the low forties. A group of us are planning to attend next year. If you are planning to attend, I suggest you make you hotel reservations as soon as possible. Don't worry if you do not get a room in the Vintage Hotel since they are booking condos a short distance away. There is a cable car running between the hotel and the condos so you won't have to walk if you don't want to. The mountain scenery is spectacular. Give it some thought. It will be a good show.

—Alan Aniol (FCA #7870)
Southgate, Michigan

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1962 FORD FEATURE HIGHLIGHTS



The Ford Quality Control system, a Ford first, results in products of highest quality. All manufactured parts pass rigid dimensional, laboratory and durability tests. Quality Control teams also select cars from each shift at every assembly plant for an exhaustive search for any deviations from strict engineering specifications.

FALCONS (13 models). **Sedans:** 2- and 4-door models with 6-passenger roominess and comfort, big 23.7-cu. ft. trunk space. **Futura:** luxury 2-door with foam-rubber-cushioned individual front seats, between-the-seats console, carpeted floor, full Deluxe trim. **Wagons:** 2- and 4-door models with 6-passenger comfort, roll-down tailgate window, 76.2-cu. ft. cargo space. **Falcon Squire:** luxury 4-door wagon with simulated wood side trim, power tailgate window, full Deluxe trim. **Station Bus, Club Wagons:** double doors at curbside and rear, seat up to 8 passengers or can carry 204 cu. ft. of cargo.

SERVICE-SAVING FEATURES: Full-Flow Oil Filter permits 6,000 miles between oil changes (4,000 miles in the Station Bus and Club Wagons); fuel filter goes 8,000 miles between changes; all main underbody members are galvanized for protection against rust and corrosion; longer-lived fully aluminized muffler; Diamond Lustre Enamels never need waxing; new 30,000-mile or 2-year permanent antifreeze-coolant.

POWER TEAMS: 85-hp Falcon 144 Six engine standard with sedans and wagons; 101-hp Falcon 170 Special Six optional. Manual 3-speed transmission standard with both engines; 2-speed Fordomatic transmission optional. With Station Bus and Club Wagon, Falcon 144 Six is standard, 170 Special Six optional; with Deluxe Club Wagon, 170 Special Six is standard; manual 3-speed transmission only on these models.

BODY CONSTRUCTION: Single-unit design to eliminate bulk, useless weight; trim size for easy handling and maneuverability with maximum passenger roominess. Insulation of several kinds surrounds passenger compartment to dampen and absorb annoying sounds. Center-Fill fueling at rear (sedans).

SUSPENSION: Front—Angle-Poised Ball-Joint type with coil springs pivot-mounted on upper arms. Rear—50-inch leaf springs mounted to axle off-center. Front and rear suspension team up to provide remarkable "big-car" ride stability and control; greatly reduce start-up "squat," quick-stop "dive." Station Bus and Club Wagons feature 48-inch leaf springs front and rear.

BRAKES: Self-energizing design, 9-inch drums, molded linings for long life and fade resistance. Wagons, being heavier, have bigger brakes (157 sq. in.) than sedans (131 sq. in.). Station Bus and Club Wagons have 10-inch drums with 168 sq. in. lining area.

DIMENSIONS: Overall length—Sedans 181.1"; Wagons 189"; Station Bus, Club Wagons 168.3". Overall width—Sedans & Wagons 70.6"; Station Bus, Club Wagons 75.8". Wheelbase—Sedans & Wagons 109.5"; Bus, Club Wagons 90". Treads—Sedans & Wagons: front 55", rear 54.5"; Bus, Club Wagons: front 60", rear 60.2".



FAIRLANES (4 models). **Fairlanes:** Club and Town (2- and 4-door) Sedans with trim, sleek Ford lines—over a foot less to park—big-car room and luxury in the Ford tradition of "built-for-people comfort," spacious 29-cu. ft. lighted trunk, new sound-shielded riding qualities, 4 interior trim choices in cloth and vinyl. **Fairlane 500's:** Club and Town Sedans with additional luxury and convenience items, color-keyed steering wheel with chrome horn ring, wall-to-wall loop carpeting, choice of 8 interior trims in deep-pleated cloth and vinyl or all-vinyl.

SERVICE-SAVING FEATURES: 30,000 miles between major lubrications; 6,000 miles between oil changes and minor lubrications; 30,000-mile fuel filter; all vital underbody parts are zinc-armored against rust and corrosion; fully aluminized muffler lasts for longer; Diamond Lustre Enamels never need waxing; self-adjusting brakes adjust themselves automatically for the life of the linings; new 30,000-mile or 2-year permanent antifreeze-coolant.

POWER TEAMS: Engines—101-hp Fairlane Six is standard on all Fairlanes and 500's. A new lightweight 145-hp Fairlane V-8 is optional. Both these newly designed powerplants deliver top performance on regular gas, have short-stroke, low-friction design and, like all Ford engines, are electronically balanced in production for smoother operation, longer life. **Transmissions—**Manual 3-speed standard with all models; smooth-shifting 2-speed Fordomatic is optional with either engine; Overdrive, with automatic 4th gear that saves on gas and engine wear, is available with V-8 only.

BODY CONSTRUCTION: Welded, single-unit design to eliminate bulk and useless weight, yet allows full-sized roominess for passengers and luggage. Exterior dimensions place the Fairlane right between the Galaxie and the Falcon for easy handling and maneuverability. Unique, new body torque boxes located at the four corners of the underbody help intercept road noises and vibrations before they reach the passenger compartment. In addition, many types of sound-deadening and insulating materials, scientifically applied throughout, provide a thick, sound-muting, noise-absorbing barrier for a quieter, more comfortable ride.

SUSPENSION: Front—Angle-Poised Ball-Joint type with top-mounted coil springs and tilted, swept-back control arms that let wheels smoothly and quietly "step over" bumps. Rubber-bushed ride stabilizer to control sway on turns. Features built-in control against quick-stop "dive." Rear—long, 55-inch multi-leaf springs asymmetrically mounted to the rear axle providing anti-squat control on start-up. Also features variable-rate characteristics . . . automatically adjusts to road and load conditions for a softer, more leveled ride.

BRAKES: Ford self-adjusting design provides mechanical adjustment when necessary simply and automatically by application of brakes as car is backing up; grooved 10-inch drums and thick molded linings for long life. Total lining area 165 sq. in.

DIMENSIONS: (all models)—Overall length—197.0"; Overall width—71.3"; Wheelbase—115.5"; Treads—front 57.0", rear 56.0".

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Do you and your Falcon have a story to tell?

Do you have a cover-worthy, high resolution photo of your Falcon?

The rest of the Falcon family would love to see it and read about it. Cover photos need to be high resolution digital photo, 300 dpi at 8x10 inches.

Do you have any old Falcon articles, related clippings, or old family photos of a Falcon and your family you could share with our readers? Send your photos or articles to editor@falconclub.com or mail them to FCA Editor Janet Wilkerson, 22806 Bradford Ln. Ct., Blue Springs, MO 64015.

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THE MONTHLY MAGAZINE OF THE FALCON CLUB OF AMERICA

GENERAL CLASSIFIED ADVERTISING INFORMATION

When submitting your ad, include your name, location and FCA number. Please try to limit your ad to 50 words. Ads may be edited.

Ads will run for minimum of two months. After initial placement, ads must be resubmitted monthly. No phone calls or faxes are accepted for ads. Ads must be received by the 20th of the month, two months before publication month (For example, May 20 is the deadline for the July issue).

FCA members receive two free ads per issue with one free photo for inclusion in "Cars for Sale" section. Your Falcon number must be included to be eligible for your free ad. Additional ads are \$10 each or \$20 with your photo included.

Non-FCA members ads are \$10 each or \$20 with photo. Payment must accompany your ad.

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Dennis Carpenter Reproduction, NC	21		Obsolete and Classic Auto Parts, OKC	25
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Mac's Antique Auto Parts, NY	27		Treadwell Carburetor, Treadwell, NY	30



Pat Varricchio (FCA #11958) of Nottingham, Maryland took this fun photo in Casey, Illinois en route to Wichita for the 2018 National. The World's Largest Rocking Chair is 56 feet, 6 inches tall, and weighs 46,200 pounds. Other large objects the World's Largest Wind Chimes, the World's Largest Pitchfork, the World's Largest Golf Tee, some giant wooden shoes, a giant pencil, among other larger-than-normal items. Casey is definitely a fun stop and great Falcon photo opportunity if you are traveling across Interstate 70.